

VMT Reduction and Mode Share Goals for Year 2040

As discussed at the December 14, 2009 Task Force Meeting Staff presented preliminary transportation results for the four proposed land use scenarios. The Task Force was previously provided with transportation mode shift projections (e.g. a projection of the percentage distribution of future commute trips between single-occupant auto (drive-alone), carpool, transit, pedestrian and bicycle) for each of the five Land Use Study scenarios. The preliminary results did not achieve the desired outcome for mode shift and VMT reductions. Staff proposed more aggressive goals and possible policies to achieve those goals. The chart below further defines different mode shift goals and VMT reductions that could be included as part of GP 2040 and the appropriate policies that would need to be incorporated as part of the General Plan to achieve the given goals. The Task Force is being provided with three options, each based on a set of policies intended to achieve a different mode shift goal or target. It should be noted that to achieve a 40% VMT reduction goal regional policies would need to be established. While regional policies are not within the City's control, the City, working closely with VTA and MTC, could pursue county-wide policies.

		Policies Under CSJ Control		Require Regional Policies
Mode Share	Model Results	10% VMT Reduction	20% VMT Reduction	40% VMT Reduction
Drive Alone	69%	61%	55%	40%
Carpool	19%	15%	12%	10%
Transit	9%	12%	15%	20%
Bike	1.50%	6%	9%	15%
Walk	1.50%	6%	9%	15%

Policies required to help meet VMT & mode share goals:

<p>Reduce Travel Distance with compact mixed use development</p>	<p>Reduce Travel Distance with compact mixed use development</p>	<p>Reduce Travel Distance with compact mixed use development</p>	<p>Reduce Travel Distance with compact mixed use development</p>
<p>Enhance facilities for walking and biking per proposed General Plan Policies</p>	<p>Enhance facilities for walking and biking per proposed General Plan Policies</p>	<p>Enhance facilities for walking and biking per proposed General Plan Policies</p>	<p>Enhance facilities for walking and biking per proposed General Plan Policies</p>
<p>Increase transit frequency along major transit corridors</p>	<p>Increase transit frequency along major transit corridors</p>	<p>Increase transit frequency along major transit corridors</p>	<p>Increase transit frequency along major transit corridors</p>
<p>Reduce Minimum Parking Requirements at Mixed-Use and TOD sites</p>	<p>Reduce Minimum Parking Requirements citywide</p>	<p>Reduce Minimum Parking Requirements citywide</p>	<p>Reduce Minimum Parking Requirements citywide</p>
<p>Require TDM measures for new development</p>	<p>Require & monitor TDM measures for new development with penalties for non-compliance</p>	<p>Require & monitor TDM measures for new development with penalties for non-compliance</p>	<p>Require & monitor TDM measures for new development with penalties for non-compliance</p>
<p>Reduce automobile lane capacities and reallocate street space for other modes</p>	<p>Reduce automobile lane capacities and reallocate street space for other modes</p>	<p>Reduce automobile lane capacities and reallocate street space for other modes</p>	<p>Reduce automobile lane capacities and reallocate street space for other modes</p>
	<p>Unbundled Parking</p>	<p>Unbundled Parking</p>	<p>Unbundled Parking</p>
	<p>Charge developers an impact fee for parking and require that drivers pay for parking at public facilities. Require participation in Car Share Programs for new development in mixed used and TOD sites</p>	<p>Charge developers an impact fee for parking and require that drivers pay for parking at public facilities. Require participation in Car Share Programs for new development in mixed used and TOD sites</p>	<p>Charge developers an impact fee for parking and require that drivers pay for parking at public facilities. Require participation in Car Share Programs for new development in mixed used and TOD sites</p>
	<p>Establish Maximum Parking Caps for private and public development</p>	<p>Establish Reduced Maximum Parking Caps for private and public development</p>	<p>Establish Reduced Maximum Parking Caps for private and public development</p>
		<p>Vehicle Taxes to Fund Transportation Infrastructure</p>	<p>Vehicle Taxes to Fund Transportation Infrastructure</p>
		<p>Congestion Pricing for travel through Santa Clara County</p>	<p>Congestion Pricing for travel through Santa Clara County</p>
		<p>Toll Roads on all major freeways and expressways</p>	<p>Toll Roads on all major freeways and expressways</p>